

HB 1584 -- Funding For Certain Public Infrastructure

Sponsor or Co-Sponsors: Kreider, Koller

Same as or similar to: HS HCS HB 924, 714, 685, 756, 734 & 518
Year: 2001

Emergency Clause: or Effective Date of:

Use Summary For: Version:, Year:,

Verbatim:

Modify above as follows:

New summary as follows:

This bill is a comprehensive package relating to transportation and school building infrastructure. The bill also extensively revises the school building lease purchase program that is funded by the School Building Revolving Fund, which currently receives its moneys from transfers of asset forfeitures pursuant to the County School Fund. The bill eliminates lease purchases and creates a matching grant program, with separate qualifications for new construction versus renovation of buildings; changes the name of the fund to the School Building Property Tax Relief Fund; and supplies funding by directing the proceeds of a one-quarter-cent sales tax into the fund.

Among its major provisions, the bill:

(1) Increases the state motor fuel tax from 17 to 20 cents per

gallon;

(2) Increases the state sales and use tax on tangible personal property, including the purchase and lease of motor vehicles, trailers, boats, and outboard motors, from 4% to 4.75%;

(3) Removes the sunset and the cap on the sales and use tax upon aviation jet fuel;

(4) Creates a State Highway Patrol Fund, Department of Revenue Fund, and Motor Carrier and Railroad Safety Fund and sets a cap on the amount of sales tax money that may be deposited into the funds;

(5) Redirects the current one-half of the proceeds from the tax on motor vehicles, trailers, boats, and outboard motors from the General Revenue Fund to newly created funds, the Public Transit Fund and the Multimodal Fund. Sixty-five percent of the redirected revenue will go to the Public Transit Fund to be used for planning, locating, relocating, establishing, acquiring, constructing, administering, developing, maintaining, or operating public transit systems in the state. Twenty percent will go to the Multimodal Fund to be used for non-highway transportation projects and public transit projects. Fifteen percent will go to the State Road Fund;

(6) Creates a State-Local Cooperation Fund and an Interstate Improvement Fund into which one-third of the increase in sales and use tax will be deposited. (Two-thirds will go to the General Revenue Fund.) Of the one-third increase, one-fourth will go to the State-Local Cooperation Fund to be used to award grants for locally identified transportation projects and three-fourths will go to the Interstate Improvement Fund to be used for principal and interest payment on bonds, maintenance, preservation, improvement, construction, and reconstruction of the state's interstate highway system;

(7) Requires the state to maintain up to 58.4 center-line miles of arterial state highways in the City of St. Louis. The Department of Transportation and the city must mutually agree on the roadways to be maintained;

(8) Allows the Highways and Transportation Commission to enter into a design-build highway pilot project within the next 10 years;

(9) Increases registration for commercial motor vehicles fees by 33%;

(10) Requires the Department of Natural Resources to certify, without conditions, any federal Clean Water Act Section 404

nationwide permit for the construction of highways and bridges approved by the Department of Transportation;

(11) Requires that funds distributed under the bill to public conveyances or facilities of public transportation be subject to compliance with the Americans with Disabilities Act of 1990; and

(12) Prohibits transportation funds, less funds required to cover administrative and maintenance costs, from being allocated until a formula based on quantitative factors is established in cooperation with the department, metropolitan planning organizations, and regional planning commissions. All previously authorized highway funds will also be included in the allocation formula.

(13) Creates a "Motor Carrier and Railroad Safety Fund". Moneys in this fund are to be used purposes to carrying out the duties of the Division of Motor Carrier and Railroad Safety.

In the portion of the bill concerning school building funds;

(A) Details the elements of the long-range capital improvement plan necessary to qualify for a grant and also permits waiver of the plan under certain emergency circumstances;

(B) Revises the current eligibility criteria to delete assessed

valuation and bonded indebtedness and substitutes a requirement that the applicant district not be financially stressed;

(C) Revises the priority for ranking applications to address high-growth rates, overcrowding, and need for all-day kindergarten; educational technology and health/safety features for new construction; and building age and emergency situations for renovations;

(D) Provides a sliding scale for the district's matching amount that varies between 50% and 75% based on assessed valuation;

(E) Provides a per-pupil amount for both new construction and renovation that varies based on the grade level of the building to be constructed or renovated; and

(F) Addresses issues of liability, building title, and use of funds.

Additional transportation revenues produced by the bill will not be considered part of total state revenue within the meaning of Sections 17 and 18 of Article X of the Constitution.

The bill contains 2 referendum clauses. The parts of the bill which relate to transportation funding and school building funding are subject to a vote of the people at the general election in November 2002. The transportation funding question will be subject to renewal at the general election in November 2012 and every 10 years thereafter.